The Chicago Daily Tribune.

VOLUME XLIV. FRIDAY, DECEMBER 19, 1884—TWELVE PAGES. PRICE FIVE CENTS.

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S. M. ROTHSCHILD.

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500 Full 44-inch

Seal Plush Sacques,

with Quilted Satin Linings, Seal Ornaments, Chamois Pockets, &c.,

For this sale, $12.50. Worth $25.00.

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Seal Plush Sacques,

with Heavy Quilted Satin Linings, Seal Ornaments, Chamois Pockets, &c.,

For this sale, $18.00. Worth $35.

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Seal Plush Sacques,

with Finest Quilted Satin Linings, Seal Ornaments, Chamois Pockets, &c.,

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250 Genuine Alaska (London Dye)

Seal Plush Sacques,

with Finest Satin Linings, Seal Ornaments, Chamois Pockets, and equal in appearance to the finest Sealskin,

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STEINWAY.

It stands above all others as fine gold compared with the basest metals, and like pure gold is, among instruments, the

Standard Piano of the World.

A large and magnificent display of these incomparable instruments in all forms and styles now on exhibition in our rooms.

Rosewood Cases,
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For Rent Five Passenger

PIPER-HEIDSIECK.

If satisfactory and acceptable this brand with others they will be continued at the appointed.

For sale everywhere.

Cook County Proposals for Rent, Bread, and Milk.

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Are the cause of many complaints. Look after your own and your children's foot gear, and take advantage of the Grand Offering of the

Bee-Hive

10,000 pairs of Stable Arctics for Ladies, Men, and Boys, worth $1.50 and $1.75,

Choice at the Bee-Hive 99c per pair.

5,000 pairs Ladies' Felt Slippers, in all sizes,

Worth $1.00, at 49c per pair.

1,000 pairs Ladies' Worsted Shoes

At 75c per pair.

1,000 pairs Men's Felt Slippers

At $1.39 per pair.

SHOES.

6000 pairs Ladies' Polish Worsted-Lined Button High Cut Button Shoes, of the well-known make of Davis & Emery, Chicago, in all sizes, regular $3.00 goods,

Bee-Hive price, $1.95 per pair.

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Bee-Hive price, $2.95 per pair.

Gents' Slippers.

3000 pairs Velvet and Cloth Embroidered Slippers,

Worth $2.25, at $1.65 per pair.
Worth $2.00, at $1.39 per pair.
Worth $1.50, at $1.13 per pair.
Worth $1.25, at 95 cts per pair.

All our Shoes, Jobs or Regulars, are Warranted to be First-Class in every respect.

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Bee-Hive

174 and 176 State-st.,

ARE THE RECOGNIZED

HEADQUARTERS

FOR

CHRISTMAS CARDS.

LARGEST ASSORTMENT.

Positively Lowest Prices.

GIFTS

That are USEFUL, ORNAMENTAL, and always ACCEPTABLE.

We are offering an unprecedented line of handsome pieces in our Furniture Department, which should be seen, and selections made early. We are pleased to show these goods to Chicagoans, whether they buy or not. We are also showing a large line of LEATHER RUGS, in all sizes. Our prices will be found to be extremely moderate.

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Wabash and Monroe.

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We are the Sole and sole Agents in different parts of Sterling, with a large force of teams and men constantly employed, we are prepared to serve each of them, the Celebrated BOSS EAGLE and SCOTCH at the lowest cash market quotations, and will be most grateful for a share of your patronage. Our office is open until 9 o'clock p. m. Send your orders by telephone (3207), and they will be filled at once.

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OF CHOICE

HOLIDAY GOODS.

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CENTRE TABLES and FANCY STANDS in endless variety and in all the different kinds of wood. An unusually large and attractive line of LADIES' WRITING DESKS, ranging in price from $10 to $250.

All other departments complete with a stock not equaled by any Furniture Store in the country.

Customers should bear in mind that in our line $50 will go about as far as $100 would a few years ago.

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UPRIGHT

PIANO-FORTES

Are now regarded by Artists, Musicians, and all who have enjoyed the opportunity of examining them, as embodying the highest excellence yet attained by any manufacturer.

These instruments are especially remarkable in the great similarity of their tone to the Concert Grand, and are wholly relieved from the non-vibratory quality of tone so generally characteristic of Upright Piano-fortes. Handsome designs of cases in Mahogany, Fumed Walnut, Ebonized Rosewood, etc.

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27 Fifth-av., New York.

Haines & Whitney Company,

233 and 234 Wabash-av.,

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BARGAINS

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NOVELTIES,

GIFTS, Etc.

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Men's and Youths' Winter Hats

All leading Americans, English, and French styles. Finest Goods, Lowest Prices. SAMPSON & CO., Fashionable Hatters, 87 Madison-st., Chicago Opera House.

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Steamers leave Wells-st. Bridge, Chicago, for Milwaukee, Grand Haven, and Muskegon, daily, at 7:30 p. m. Sundays excepted. Sundays, 9 a. m. Through tickets to all points East. Office, 98 Clark-st.

Open Every Night.

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in all Men and Boys in the

Clothing Question!

MEN'S ELEGANT TAILOR-MADE SUITS,

Equal to gotten to order for $25 or more, both Cashmere Suits for Only $20.00!

TAILOR-MADE DRESS SUITS,

Made expressly for Holiday Trade, for Only $30.00!

CHILDREN'S TAILOR-MADE SUITS,

Handsome and beautiful. The perfect fitting of these Suits makes a wonderful difference in a boy's appearance. We mark them with Prices reduced from $5 down to $3 and $4; Prices reduced from $7 down to $4 and $5; Prices reduced from $9 down to $5 and $6; Prices reduced from $12 down to $6, $7, $8, $9, $10, $11, $12, &c.

Now for a Sensation on

Men's Overcoats.

This splendid $20 Box Fly Beaver for $15. One grand $18 Dark Heavy Cloth Frock Coat, Silk Lined throughout, for $12. Two Thousand Extra Size Boys' and Men's Overcoats for Boys, Youths, and Men, at 50c on the Dollar.

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E. J. LEHMANN

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DAILY—8 a. m. to 9 p. m.

P. S.—Send for one of our New Christmas Catalogues.

THE NEW THEATERS.

Full Text of the Ringgold-Clark Supplementary Pension Act.

Commercial Dignity Offended by the Alleged Premature Publication of the Rates.

Abstract of the San Domingo Reciprocity Convention to be Speedily Signed.

HAVANA.

THE TEXT.

Proceedings Yesterday in the Senate and House.

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WINTER'S ICY GRASP.

The Polar Wave Covers the Chesapeake With Ice.

Steamboat Service Suspended.

Boats Caught at Mt. Clemens and Detroit.

Excursion Steamers Have Longer Runs to Northern Harbors.

The Railroads Delayed.

Trains Stalled.

Telegraph Service Crippled.

Snow Blocking the Switches.

Fuel Famine Threatened.

Coal Dealers Refuse to Make Contracts.

Prices Soaring.

Consumers Will Have to Pay Double Rates.

Chicago Suffering.

Cold Wave Sweeping Over the Northwest.

Temperature Below Zero

THE HACKIN CROWD.

They Want the Federal Interference Against Them Quashed.

Some Talk to Join In Their Request—The Time Today in Court.

In the Bill Suppliance of Various Parties—What the Day Brought Forth.

[SPECIAL TO THE INTERIOR.]

The hackmen and the Board of Police commissioners are not the only persons who are interested in the habeas corpus proceedings which were instituted in the United States Circuit Court yesterday morning by Judge Gresham, on which writs have been served upon the commissioners. Chances were that a dozen, possibly scores of hackmen would be on hand this morning, some, if the writs should be returnable at once, in order that they might be present when the cases were called, and the interest in the matter is so great that the crowd of hackmen would be large, even if they were not summoned.

[REPORTED FOR THE INTERIOR.]

Mr. Jacob Cleveland, Mr. Hackin's employer at the Palmer House, has been again requested to appear in the court house this morning at 10:30 a. m. Gen. G. arranging to be Hackin's co-petitioner, refused to put anything about the matter. "I have nothing to say," was his only reply to several questions addressed to him by the reporter. It is understood also that Mr. Cleveland refused to give any information this afternoon to the United States officers and deputies who called on him for information concerning the numerous writs. He stood to anything.

There is no doubt that Mr. Cleveland stated that the subpoenas were served on his room the previous night as often referred to as 11:30 o'clock. The interest in which he seems to evince the statement was this: He and several hack drivers in the vicinity of the Palmer House were the fact of the cases when Mr. Joseph Hackin opened by. "Harry gave the facts of the case," remarked one of Cleveland's companions. This brought up a discussion of the habeas corpus law, Mr. Cleveland's theory of which is this: Whatever it may be, it is a wrong to the hackmen.

Mr. S. S. Wright, of S. S. Stevens & Co., after dictating the following letter to Hackin, was seen yesterday. The letter was addressed to Hackin, but was intended for the public eye. Mr. Wright said: "I have no objection to the letter being published. I have nothing to say about the case, but I want the public to know that I am not responsible for the letter

The Tribune.

TERMS OF SUBSCRIPTION

DAILY EDITION.

SUNDAY EDITION.

FRIDAY, DECEMBER 18, 1896.

The report of the death of Lord Russell was without foundation.

A STUDENT of the San Domingo treaty will be found in another column.

SECRETARY OF THE TREASURY OLNEY was sworn and entered yesterday to the Senate.

LIEUT. BARNES, architect of the Cologne Financial Scheme, has been arrested on a charge of embezzling $40,000 worth.

COMMISSIONER OF GENERAL LAND OFFICE SAYS that the Bankruptcy Bill will undoubtedly pass if it can be brought before the Senate.

IT IS probable that an Indian attempt will be made to reconcile the differences between the two Houses of Congress on the Siamese Canal bill.

A TEN-TON GUN filled with dynamite and weighing 200 pounds was fired recently at Gretna by the police of Dover, England, among the goods arriving from the Continent.

FIRE DAMPS of the Calcutta Orphan Asylum for boys in Bowbazar yesterday. It is feared that some of the children may have perished in the flames. Flash were 700 orphans in the building.

DEMOCRATIC CONGRESSMEN have adopted a working policy and are allowing things to drift through the present session, looking forward to a new order of things with the convening of Mr. Cleveland's Administration.

IN response to a request by Harold Sudam, of Athens County, Ohio, that two companies of troops might be sent to the Hocking Valley for their family mail that he thought the best substitute could meet the emergency.

A DISPATCH from Shanghai on investigation into the outbreak in which copies of the treaties with San Domingo and Nicaragua were seized by the press was found in the Kansas yesterday after an extraordinary delay.

A DISPATCH has been issued by the Government of Little Russia expelling all Jewish traders in the Province who cannot supply themselves with special permits. The decree gives the Jews by the power of petty Russian officials.

AN effort is to be made to secure the passage of a bill through Congress requiring the cable lands of the West and Southwest to be kept open. Cattlemen complain that the holdings of large tracts of land has blocked the trails over which cattle are driven on foot way to Eastern markets.

HEAVY damage was done to London bridge by the recent explosion that was at first supposed. The official report of the Chief of the Department of Explosives says that the dynamite was probably suspended over the steamboats at the time pier. A reward of $500 has been offered by the authorities for the conviction of the guilty parties.

THE Chicago markets were generally weak yesterday, and rather dull. The decline was led by a free selling of wheat for future delivery by a local capitalist. As compared with Wednesday's quiet closed 1½ cents lower, April ½ cent lower, closing 70¾ cents lower, wheat ¾ cent lower, and corn ¼ cent lower, while rye, barley, oats, and flaxseed were steady.

DISPATCHES ARRIVED urge the necessity of settling the extradition of the Congo country, of determining definitely its frontier, and bringing about a general recognition of the African International Association before the Berlin Conference comes to an end, "if," he says, "the conference chooses before these questions have been settled, favorably to the Government of the Congo State."

THERE seems to be little hope of an agreement between the House of Congress on the Naval bill, the House having expressed its unwillingness with the Senate's amendments yesterday. The dispute may interfere with the holiday recess unless a conference is agreed to several to-day the earnest appropriations for the Navy Department. The bill has gone to a conference committee.

COUNTY C. BARNES, Arthur Gleason, Henry Smith, Rose Simonson, F. Schultz, Peter Scarborough, and Edward A. Kelly filed petitions in the United States District Court statements of the common upon which they based their action to quash the indictments found against them by the Federal grand jury for alleged complicity in the Nightwatch West election fraud. The motion will be argued today.

IN the Senate yesterday Mr. Vest submitted a joint resolution declaring the proposed Nicaraguan canal-construction scheme by the Secretary of the Navy illegal. A bill was passed appropriating $40,000 for a statue of Gen. Lafayette. Mr. Vest then introduced two pension bills, one of which provides for increasing the pension of widows and children of deceased soldiers and sailors. The Inter-State Commerce bill, reported by Mr. Cullom, was discussed and Mr. Cullom spoke at length in its support. Mr. Butler offered an amendment prohibiting the promoters of the Nicaragua bill. Further discussion was postponed until today.

Consideration of the Inter-State Commerce bill was resumed yesterday in the House of Representatives. Mr. Richardson offered an amendment, which was agreed to, providing that the furnishing of separate accommodations with equal facilities, comforts, and charges to white persons and black or colored transportation shall not be considered a discrimination. Mr. Hitt suggested an amendment to this, intending the words, "Provided that such separating shall not be made on the basis of race or color." Mr. Hitt said that his amendment was intended to provide Democrats a chance to relieve themselves of embarrassment, since during the recent campaign they had posed as the friends of the negro. The amendment was lost.

The Democratic sack closed list of eight members. The lower temperature in Chicago was, however, so strikingly contrasted with that reported from Kingston, where the mercury went down to 90° below, and other points where cold closed nearly intense, prevailed, that Gary reported 40°, St. Paul and 42°, Duluth, Wis., 38°, Minneapolis, 37°, Marshall, 31, 32°, and Fort Sledge, N., 37°. At Davenport and Dubuque the thermometer fell two degrees over, at La Porte, Ind., there was a solemn dividends, and at Lynchburg, Va., a heavy snowstorm. Louisville, Ky., reported two feet of snow and all railroads blockaded. At midnight the thermometer registered 27° below zero in this city, and falling. The indications are that the mark will be more severe.

Failure to arrive at the compromising regarding the existing treaties the Transmissouri Association has adjourned to meet in San Francisco Jan. 15. The Central Pacific will try assemble to arrive at an understanding with the trans from connecting roads from New York. The present agreement was extended until Jan. 15. It was agreed to carry into effect Jan. 1 the new rates published in THE TRIBUNE last week. A statement was held with the Pacific Coast Association regarding California rates from Chicago, St. Louis, and other points. The association proposed to support the Eastern trunk lines, and that they would refuse to promote or sustain rates lower than those published. The trunk line guaranteed, until recently, to their part until after the San Francisco meeting.

The announcement of new twelve cabinet go on much longer because the country will give non-citizens will be no more entitled to suppose by majority. San Domingo is the latest assigned under the new policy. The text of the treaty, as furnished by the New York Herald, contains a general scheme of commercial reciprocity which appears to be broader in its scope than that annexed to the Spanish treaty. Another feature, which is reported as important, is the agreement that the gold and silver coin of the United States shall be the standard of money values in the island and that all disputes growing out of the terms of reciprocity shall be decided by arbitration. It is believed that these conditions will serve to facilitate negotiations to embrace large trade with San Domingo, and that the ladies of Senators will become the chief coaling station in the new Transcontinental highway to the Pacific. The sensibilities of San Domingo are great, and it may be that the influence of the new treaty will depend upon the completeness of the new Minister of the Navy, without risking the susceptibilities of San Juan's project of negotiations.

CONFIDENTIAL TEST OF THE FIDELITY OF THE PEOPLE.

The Tribune recently secured gave to-day publication to the President's message transmitting the Nicaragua treaty to the Senate. It involved a modern proposition of the advantages of the proposed shipment to the United States from a National commercial point of view, and, if it did not involve the question in its political bearings, it was evidently because the President did not deem it necessary and regard them as incidental to the consideration of the treaty alone, because the Nicaragua treaty is not a concession of the Clayton-Bulwer treaty (from property conferred), and would, because, even if it were, the treaty can be abrogated, as carried our several rights.

The question should be considered aside from the exemption that his treaty offers as the only opportunity we can ever have to acquire an American canal under American control, and that it is an undoubted commercial necessity. This point the President makes with great force. A study of the map will show at a glance to what extent our water communication will be increased and facilitated. At present our only communication with the Pacific is either by the long and dangerous passage around Cape Horn, requiring months of time under sail and involving expenses to the employer and most inconvenience unless on the globe, or by breaking bulk at Panama and submitting to the extortionate charges of a French railroad company which has an absolute monopoly and stands like a robber at the gate, levying toll to any extent it pleases.

The Nicaragua Canal, when completed, will give us an unbroken connection from Maine to Washington Territory. From New York to San Francisco it will shorten the distance equivalent to seventy-five days. It will save twenty-seven days to Hong Kong, forty-four days to Shanghai, and fifty-two days to Calcutta. It brings open all the ports of Central and South America on the west coast to our trade, not only from New York, but from Chicago and St. Louis down the Mississippi, and brings five Oriental within a comparatively short distance of them, to the incalculable advantage of her trade. All the people of the Central and South American coasts will be brought into the immediate neighborhood of our Gulf States, and their markets, from which we have been hitherto practically excluded by the excessive time required for the passage and the dangers involved in it, will be freely open to us, with such advantages to us that we can enter at once into free competition with the world. The President does not overstate the case when he says that this canal "affords an efficient means of restoring our flag to its former place on the seas," and that even "the lifting vessels of both nationality, which now lie idle in the United States, would find profitable employment in the transportation of the large trade between the Eastern and the Western Coasts." For to these advantages it must be added that the canal would give us a valuable coaling base along Atlantic and our Pacific coast to the United States, a distance of between 4,000 and 5,000 miles, while to the argument it would greatly shorten the distance to Australia, China, and Japan, by water communication into the Atlantic coast. It would place the Eastern cities actively between Europe and Asia. It would place our Pacific coast within easy reach of European markets, from which it is now practically excluded, and it would bring many of the factories which now are of Eastern manufacturers from which markets.

ADVANCING AT THE RATE OF FIFTY.

The appointment to the Empire National all interested in Mr. O'Shea, the colored senator from North Carolina, was probably assigned to test the sincerity of recent Democratic professions of regard. Republicans to the negroes. We have been told by eminent authorities in the Democratic party—Mr. Watterson among the number—that the disposition of Cleveland has no element of aggression and resentment. Mr. O'Shea, on the part of his people, was suitably anxious to secure such evidence of our kind sentiments could be depended upon. The result was unsought for satisfactory to him or his race.

The O'Shea appointment proposed that colored competent skill, fair deportment as to manhood, faithful, or representatives of passengers who have paid the most fare or prominent friends of the race descriptive. This was recognized beneficiary as a concession to the "white man's rights" in exclusive use on the Southern railroads, and the Democrats hoping at one were the Republicans laughed at their consolation. One influential Confederate from Georgia proposed outright an amendment which would give the colored the right to provide separate accommodations for white and colored persons; but another from Kentucky, being more prudent and having a better faculty for concealing their by words, substituted "the right to provide separate accommodations as they may deem best for the public comfort or safety," which cannot precisely the same thing.

The discussion of the two conflicts in connection with inter-State railway management is not very important except as it reveals the ingrain antipathy of the Southern Democracy to the negroes. The black question is as irritating to him as it can ever be to a real fact. The Democratic politicians of the South, backed up by all our letters from the South, have been straitening their the campaign that the negroes will receive the same consideration under Democratic rule which they have enjoyed under Republican rule, and that their condition will be improved by the fostering care of their neighbors and friends. Yet the very first opportunity which has been presented since the election to show Democratic interest to the blacks has brought out of the old resentful, suggested only by the disinclination which suggested that the Southern should not share their last crumb. If the Democratic leaders in the House had been ignorant of the contempt to reject the O'Shea amendment on the ground that it was disrespect to a successful ally, they would have gained such attention from the people then by promoting, hastening, and taking credit for the loan, and lastly incorporating a future race-discrimination in a bill which purports to make discrimination unlawful. The leaders of the South will not be encouraged very much by the outcome of O'Shea's effort to test the Empire sentiment on the race question.

CLEVELAND'S CABINET TROUBLES.

When Cleveland's caution that Senators secret Tax Tribune predicted that the spoils element would begin to fight for control on the formation of the Cabinet. This has proved to be true.

The most active, aggressive, and unscrupulous spokesmen of the Democratic party are those who make up the McLean faction in Ohio. They have apparently made some impression on the Postmaster-General, if it be true that he has decided to appoint William C. Watson, of New York to a Cabinet place, for such preferment will be the more to the taste than Mr. Watson is a near-by son of Mr. Payne of Ohio that beacon of any Federal prominence is not admitted. But the Ohio spokesmen will not be satisfied with this concession. They are opposed to Mr. Bissell because he is a friend of Pendleton, and is understood to be favorable to civil-service reform. They will also fight Thurman's chances, if he have any. They are determined, if possible, to prevent any recognition of civil-service reform under the new Administration, and it will be very interesting to watch the effort of their influence.

Aside from the avowed purpose of a certain clique of Democratic politicians to make the distribution of the spoils the primary, if not the exclusive, criterion of the new Administration, the general sensible for Cabinet positions is of itself an evidence of the strong hold the spoils system has upon the Democratic party. The South since the suppression and to crying the appointment of enough patriots to fill a dozen Cabinets. Hoard of Tennessee, Gorham of Arkansas, Gordon of Georgia, Stanwood of Texas, Emery S. Davis of West Virginia, Henry of Mississippi, Jones of Louisiana, Broadhead of Missouri, Talbot of Virginia, are only the most prominent among the Southern politicians who are striking for Cabinet positions with the single purpose of picking up some crumb if they fail to get control of the fire spoils.

Just how far Mr. Cleveland will resist the pressure of the spoilsmen, if at all, tend to a matter for conjecture; but if he be at all disposed to cultivate civil-service ideas he will not be a long one.

BOARD OF TRADE BOARDS.

Yesterday the directors of the Chicago Board of Trade took with a more radical turn than the public on the eve of gambling and corrupting. They have just suspended for sixty days only a notorious speculator who is undeniably guilty of using his position on the board for gambling and attempting to run a corner. The corporation was unable to find the gentlemen to whom we refer as a defendant in a suit in Milwaukee brought for the purpose of compelling him to account to a partner for money which he had lost on the Board of Trade. To save himself from being compelled to do so he pleaded there that the operation in which he was engaged here was in the nature of gambling, and that consequently the suit of the partner to recover gambling losses could not be maintained. The directors of our board have suspended this self-confessed gambler from privileges for sixty days. Inasmuch as he rarely goes across himself on the board, and can still do all his business through brokers, this is not a crushing punishment.

The rules of the board permit the directors to administer larger discipline. The directors may think this a proper discipline, but the public may beg leave to doubt it. Under the laws of this State any person who gambles on the Board of Trade or attempts to run a corner there is liable to a fine ranging from $50 to $1,000 and to imprisonment in the county jail not to exceed one year. The men of the State, whose duty represent public opinion, hold the offense to which guilty has been pleaded to be one to a very serious effect, but the Board of Trade directors see fit on an equity from a moral and commercial point of view with such a willing indifference as scarcely will a Democratic convention on the floor on belonging to any other precedent of laboring. The rules ever have a harmony to beautify more subtly

FED FAIL TO FED JUDGE.

The Chicago Augustine organ has begun to dictate to the Louisville Courier-Journal (Southern Democratic) as to the course which Mr. Cleveland should to the "sound money" and "bolting" sound parties with reference to the Confederate South. If he wishes to save the administration from a disgraceful defeat, in other words, the Civil war has begun to talk to the Dog and the occupies of the Tail are admiring and marveling.

When has stirred up the Tail to this notice by the Dog:

> The members of Mr. Cleveland's Cabinet, the Democratic campaign orators and newspapers, and those, to escape the fourth term here the Democratic party, are all agreed that the Democratic party is the party of the Union, and that the Republican party is the party of disunion and sectional hate. It proves to be a very convenient and effective campaign cry, and one that does it more no real danger to a political party and form.

Furthermore the Tail proceeds to remark that the Louisville Courier-Journal "is a political weather-cock and liars," and has now been threatened with actual power by the election of Cleveland, and means the warning to the Dog of Atchison:

> The organ of Mr. Cleveland could not begin until a more than another there would be no consideration of "the fourth" in the original plan. Whether or not a political party can long maintain its existence on a platform of principles which its leaders repudiate immediately after election is a question which the future will answer. The President-elect has every reason to expect the hearty support of the Democratic party in the effort to give the country a sound currency, and he will receive it. But he will not receive the support of the Democratic party if he attempts to betray it into the hands of its enemies.

The Tail will do what he pleases and go where pleases, and the Tail must have to think. It may be sure that the Dog will not go disfranchisement on his way to Washington. He will go fawningly, and the Tail will follow after, keeping off the flies and wagging submission. All that the Tail has to do is to be sure. As both the Chicago organ and Courier-Journal belong to the Tail, it is not a question of importance where they will be found. The South has located itself as a political entity and knows, and the organ or any other despicable print that affects any present party makes itself ridiculous. Logically stated, the situation might run thus: The Democratic party is in power; the South is the Democratic party; ergo, the South is in power. All that the Tail has to do is to wag to assent and prepare for its customary rear-end business as a complacency servile and not overdone needs.

A FOOLISH FORTUNE.

The spirit in which the Wall street men are taking the aggression which are being made of their patriotism in charging the high rates for present prices of produce is fairly represented by the remarks quoted in our dispatches from Lima. The managers of the railroads there, among Wall street, declare that they will make no reduction in rates, that rates are low enough now, and that if they were reduced the farmers would get no benefit themselves as through the additional efforts of competition the reduction of rates would be concealed into a reduction of prices by the grain buyers, leaving the farmer no better off or even. But this is not true, for no prices are established back from Liverpool every reduction in the transportation charges is a gain to the farmer. If the cost of carrying grain from Kansas, Nebraska, or Iowa were reduced, 10¢ cents a bushel, no wheat or corn for export would be sent there would be instantly paid an advance of more than 5 cents a bushel, and if the roads should increase their freight charges the price of grain would decline exactly to the same extent.

One effect of the policy of the railroads in keeping their prices which have been low while the prices of produce have declined below the cost of production is to save to the farmers of the country of wheat all over the West. This amounts on the average to something between 10 and 20 per cent. In Dakota this yields will be left in the fields. All this is a direct destruction of the future wealth of the railroads. It costs more railroad business than the loss and is the loss, and demonstrates the absurdity of gambling in overcharging.

Why do not the railroad-roads try a reduction of rates? There is a good deal more reason for believing that the farmers will get the benefit of it than the railroads. It is positively evident that what is standing in the railroad way is the desire to make any concession whatever. The wise men grow faith from Wall street headquarters that every one possible must be looked upon to enforce that the presence of shrinkage and depression shall exist from the discomforts of the railroads as to the lacks of the rest of the people.

If the railroad men do not think it will benefit the farmers to reduce the rates on grain, and if they are sincere in help the farmer as they pretend, why don't they reduce the rates on the other freight, which are unnecessarily high? At one place in Central Kansas, for instance, wheat is 10 cents a bushel to Chicago and cost in selling at 60 cents a ton for coopers of consumers cost of freight from the wheat. Even if it be true that a reduction in freights from the farm would be no gain to the farmer (which assertion is nonsense on its face), it is undeniable that a reduction in rates to the farm would be of the greatest help. If the railroads are sincere, as they assume, in making a reduction, if only they can find where it can be made beneficially, let them reduce westbound freights to the farmers, as well as the charges for handling produce.

The Wall street people talk about the necessity of keeping up their dividends. The public can see one thing clearly enough. No railroad road has yet dropped its dividend, though some slight reductions have been made, as in the case of the New York Central, which has cut rates from 5 to 4 per cent, but the Western farmers by hundreds of thousands are unable to make any dividends. Many are borrowing to get interest. They are mortgaging their farms, and cows, and grain. Many are living on their capital, a process which can not exist in bankruptcy. The railroads will pay their dividends if they take the farmers through this extremity. They can charge lower rates and yet pay good fat dividends on the actual cost of the roads. Recently in this true of the roads over the far Western prairies.

It is time people of this country the sentiment of the Dominion Ship-Canal would be of inestimable advantage in breaking down the monstrous and unjust discriminations of the great railroad lines which connect the Atlantic and Pacific. The price which the people of the Pacific coast get for their products is regulated, mainly by the rates which are charged them by these roads. This canal would not only cheapen the cost of transportation and enhance their prices if the rails are unreasonable—and, being owned by the Government, they can easily be made so—but it would also free the people from any possibility of undue discrimination. It would be, as the President says, "the interoceanic highway for the bulk of the trade" between the Atlantic and the Pacific," and even in operation, it would be an effectual regulator of transportation charges by rail. As to the financial prospects, the President says:

> The yearly pecuniary prospect of the canal as an investment are not inferior to those of the railroad. It is estimated that the work can be completed and ready for operation in five years, and the annual receipts from tolls, which a low rate of toll will secure, will be sufficient for the interest of interest upon the investment and for necessary repairs.

The vessels are gaunt, the fields are brown,

> And scarce the one rose,
> But on the meanest pale grows,
> The spirit of cold grows rife
> And—starves.

The usual rate of the newspapers who say that one is no less now than they were two months is neither accurate nor derived, and the average is considerably less than half a cent.

"Have you got any more border stock like that I bought the other day?" asked a man of a dealer.

"Is you asleep. You found it to be good enough."

"Yes, more or less. I can hear more of it."

"Then you are wrong. I can hear more of it myself, and I have heard it for the last month."—Arkansaw Traveler.

A certain preacher in Cincinnati, interested in the cremation views of the day, remarked recently on occasion to the reporter, and a friend was also present. "Doctor," said the reporter, "I suppose you will be cremated?"

"Sir!" said the preacher.

"I say," said the reporter, "I suppose you will be cremated?"

"Sir!" said the preacher, "I consider the question rude." "Rude!" said the reporter, "I don't see that there is anything rude in it." "Sir!" said the preacher, "I consider the question rude."

"I met the strangest sight last week, Charley," suggested a New York man over from college to Charley Fish. "It was a cab, an immaculate, and the driver's head was in one box seat, his body in the other, and his feet on the driver's seat. I never saw anything like it before. I suppose it was some sort of a contortionist performance, but I never saw it before."

"Dogcart," in the London Referee, says: "An American could not use coherent words the other day when he saw the back of a dogcart with a groom going on the box. 'I say,' he exclaimed, 'your dogcart's gone in some one's back garden!' 'There's nothing in the contention that the groom, 'I was carrying some coals and a bucket of water, and the dog cart was in the way, and I put it in the garden.' 'Well, of the two,' said the American, 'I should say that the dogcart was the more ornamental.'"

First Borough Councilman—"I move, Mr. chair, a vote of thanks be tendered to the retiring Mayor for the able manner in which he has conducted the business of the Council during the past year."

Second Borough Councilman (privately reminded)—"I move, Mr. Chairman, a vote of thanks be tendered to the retiring Mayor for the able manner in which he has conducted the business of the Council during the past year."

"Have you ever noticed," remarked the other day, "how few people there are who can tell a story?" "Yes," replied the other, "I have noticed it frequently." "I am glad to hear you say so," continued the first speaker, "for I was afraid I was the only one who noticed it."

"I met the strangest sight last week, Charley," suggested a New York man over from college to Charley Fish. "It was a cab, an immaculate, and the driver's head was in one box seat, his body in the other, and his feet on the driver's seat. I never saw anything like it before. I suppose it was some sort of a contortionist performance, but I never saw it before."

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CURRENT NOTES.

In a fashionable house of mourning in Boston there are two rooms out of use, because their size and one large of the mourn there is used and one of small number. Less than half.

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PERSONALS.

Col. Ingersoll is said to have made $50,000 from the returns during the last two months.

One of the most startling things revealed in an account "Life of Baron Frank Seamen" is that one person lives and contemporaries of their time and environment.

Mrs. Baron Lambrecht's bicycle was run over and crushed by a car last Saturday. The accident occurred just one week to a day to that on which she was married to her husband.

Theophilus Burlington, once a Supreme Court Justice in Toronto, is to have a public funeral. He always refused to cause rumors current in that country—having in a state known as "Canada" and "Canadian" and "Canadian" and "Canadian

THE DAY ABROAD.

[illegible] Imperial by the Conviction of a French Journalist in Egypt.

[illegible] Opposition of the Irish-U. Nationalists to Lord [illegible].

[illegible] and Anarchists Causing Alarm—Bismarck's Enemy Unwilling Another Libel.

THE PARIS OFFICE.

[illegible] of a commission of one [illegible] Chamber to Investigate all the [illegible].

[illegible].

The Assembly [illegible] after Adjournment to Await the Discovery of the Authors of the Foreign Conspiracy.

AN INFERNAL MACHINE.

Among the goods arriving at Dover today from the Continent the police discovered a tin case filled with dynamite cartridges weighing 200 pounds. The case was furnished with a time fuse.

FOREIGN CHATTERS.

[illegible] plans report heroic foreign [illegible] received from Kassala and Suakim.

ANARCHISTIC DEMONSTRATION.

The indignation felt by the residents at London Bridge owing to a demolition. The Parliament [illegible] that the damage was planned with an amount of malice, determination, and foresight hitherto unattained in the [illegible]. Everything proves that the participants in the plot [illegible] between the bridge a portion of an iron, despite the efficiency of the current. The work was probably [illegible] difficulties, but the long [illegible] from sufficient to prevent detection. It is believed a clearance from against the anarchists, giving the conspirators time to escape by land and with the [illegible] for Paris. The house of the owners of which the fuse exploded have been subpœnaed, therefore the owners of them, who [illegible] property the bottle, as a fuse [illegible] [illegible] were. On part the [illegible] of the bridge, but objected to bring a train on [illegible] the bank. It is noteworthy that the [illegible] that the bomb in the fuse the [illegible] [illegible] [illegible]

CITY INTELLIGENCE.

Wedding of Mr. Harry Parnell and Miss Nellie Dewey—The Happy Couple.

An Art Reception Given by the Calumet Club—The Laboratory "Clothes."

Chat with an Ex-Consul in the Argentine Republic—A Commercial Report.

Marriage of Frederick of Harry A. Parnell and Nellie Dewey.

The marriage of Miss Nellie Dewey, daughter of Mr. and Mrs. David D. Dewey, and Mr. Harry A. Parnell, son of Mr. Charles Parnell, took place last evening at 7 o'clock at the residence of the bride's parents, Hyde Park avenue, Kenwood, in the presence of only the immediate families of the contracting parties. The ceremony was performed by the Rev. A. C. Hall, pastor of the Congregational Church, in the parlor, which was handsomely decorated for the occasion with palms and other potted plants. The bride was attended by Miss Kathryn Dewey, a sister of the bride, and Mr. Parnell was supported by Mr. Walter Dewey, a brother of the bride. The bridal party stood in front of a large bay window, which was banked with palms and other potted plants. The bride was handsomely attired in white satin, and carried a bouquet of bride roses. The bridesmaid wore white organdie over white silk, and carried a bouquet of white roses. After the ceremony a reception was held, at which refreshments were served in an adjoining room, quite full. The guests were limited to relatives.

After an extended trip among the Eastern cities Mr. and Mrs. Parnell will be at home at their residence, 4 Kenwood.

Among those present at the wedding were:

Mr. and Mrs. J. S. Dewey, Mr. and Mrs. Charles Dewey, Mr. and Mrs. Frederick Dewey, Mr. and Mrs. Walter Dewey, Mr. and Mrs. Charles Parnell, Mr. and Mrs. Frederick Parnell, Mr. and Mrs. Frank

PROSPECTUS

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1897

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THE COUNTER CHARM!

What Shall We Do With Him?

Battle of Gettysburg.

QUEEN OF PARIS.

THE CITY.

PERSONAL.

Gen. Fremont, the Democratic Governor of Wyoming, and Secretary of the Pacific railroad surveying expedition, is in the city.

Daniel S. Wood, the Chicago correspondent, is in the Southern States, this side of Memphis.

R. R. Cuyler, Delegate, Gen. Charles Goldsmith, Commissioner Edmund Wood, Lieutenant Hagner, and Count Boutin, France, are at the Palmer.

R. G. Rothholz, Chief of the Special Bureau of Statistics of the Treasury Department, is at the Grand Pacific with his family, having been detained traveling in America, C.

Secretary of State H. D. Cooper, Rolling Mill Lord Bentinck, Engineer Charles E. Sweet, Senator Yaeger, Dr. Arnold S. Jobes of the Senator's services, and Chester A. Arthur, Superintendent, Co., are at the Sherman.

IN GENERAL.

There died at the Chicago Home for the Friendless on the 14th inst. a woman named Mary O'Brien, 70 years of age, a native of Ireland, who left a large sum of money to the institution by testamentary will. The heirs

The Fidelity Club gave its hebdomadal reception at the Palmer House last evening, at 9 o'clock with 200 couples and the floor in perfection for the opening of winter, and the most brilliant evening of dancing and social enjoyment of the kind ever

The following additional contributions have been received for the Chicago Relief and Aid Society: John B. Drake & Co., $50; C. F. Gunther & Co., $50; Jones Brown Lumber Company, $50; [illegible] & Co., $50; [illegible] & Co., $50; [illegible] & Co.,

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ALUMEN, STATHOSCOPE, GOLD PENS, LADIES'
AND ELEGANT
DAY GIFTS
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SCHOOLS
AXWELL &
Walnash-ave
URE
$100
REWARD

...FREIGHTS.

...

...

...

NORTHWEST.

The Democrats at Chamberlain Elect the Mayor by Political Sentiment and Emotion.

Indiana's State University—A New Hall Known for Women—Cut Glass Bottles Bested.

The Wisconsin State Grange—A Rebellion Bolt in the Prohibition Party.

ILLINOIS.

[Special Dispatch to The Tribune.]

Chicago, Dec. 18.—[Special.]—The annual report of the trustees of the Illinois Industrial University for the year ending Oct. 31, 1884, has been published. The principal portion of it is given over to an appeal for support to the Legislature. It is recommended that the State Library, which has become a source of pride to the present trustees and commissioners, be given to the university, which County now has to the amount of July 31, 1884, the total sum paid for the use was $20,000. The sum of $20,000 was given to Eastern University, which failed and the property of the school, including the buildings of the university, was sold under the hammer. Of the money received from the sale of the property $10,000 was given to the Northwestern University, which failed and closed its doors. The remaining

AND ROBBERY.

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HOUSES AND CARRIAGES.

HOUSEHOLD GOODS.

MISCELLANEOUS.

CITY REAL ESTATE.

MISCELLANEOUS.

WESTERN.

WESTERN.

BANKING.

BUSINESS.

Prices Move Upward a Little on the New York Stock Exchange—The Coal Combination.

Car Orders Decline Still, and the Lumber Trade Is Dull.

MONETARY.

Clearings of the principal cities of the United States yesterday and a week ago were:

New York		
Boston		
Philadelphia		
Chicago		
St. Louis		
San Francisco		
Baltimore		
Pittsburgh		
Kansas City, Mo.		
New Orleans		
Minneapolis		
Cincinnati		
Cleveland		
Detroit		
Los Angeles		
Denver		
Milwaukee		
Seattle		
Omaha		
Buffalo		
St. Paul		
Portland, Ore.		
Memphis		
Louisville		
Houston		
Salt Lake City		
Richmond		
Fort Worth		
Indianapolis		
Atlanta		
Dallas		
Savannah		
Kansas City, Kan.		
Spokane		
Des Moines		
Wichita		
Tacoma		
Sioux City		
Peoria		
Rochester		
Davenport		
Topeka		
Springfield, Ill.		
Grand Rapids		
Lincoln		
Portland, Me.		
Norfolk		
Birmingham		
Augusta		
Knoxville		
Little Rock		
Jacksonville		
Chattanooga		
Total		

New York exchange was quoted as follows yesterday:

Chicago, 15 cents premium.
Boston, 10@15c premium.
Cincinnati, 10 cents premium.
New Orleans, $1.25 premium.

Business of the producers was not up to the usual standard. The bankers are busy with other financial tasks and, generally speaking, while there have been some signs of an improvement in business, the volume of business is backward. The cold and snow have interfered a little with the movement of country products, and the holiday trade, of course, is the subject for comment from the retailers here. The weather is fine, and yesterday was much warmer than the day before, but the change to the colder weather of the middle of the week, although light, has been quite sharp enough to check trade to some extent.

The business in securities has for an extended period been very small. The Stock Exchange was closed on Dec. 12, 1914, and the Curb Market was closed on Dec. 14, 1914. The Chicago Stock Exchange was closed on Dec. 14, 1914. The Boston Stock Exchange was closed on Dec. 14, 1914. The Philadelphia Stock Exchange was closed on Dec. 14, 1914. The Pittsburgh Stock Exchange was closed on Dec. 14, 1914. The Cincinnati Stock Exchange was closed on Dec. 14, 1914. The Cleveland Stock Exchange was closed on Dec. 14, 1914. The Detroit Stock Exchange was closed on Dec. 14, 1914. The Minneapolis Stock Exchange was closed on Dec. 14, 1914. The Kansas City Stock Exchange was closed on Dec. 14, 1914. The St. Louis Stock Exchange was closed on Dec. 14, 1914. The San Francisco Stock Exchange was closed on Dec. 14, 1914. The Los Angeles Stock Exchange was closed on Dec. 14, 1914. The Seattle Stock Exchange was closed on Dec. 14, 1914. The Portland Stock Exchange was closed on Dec. 14, 1914. The Salt Lake City Stock Exchange was closed on Dec. 14, 1914. The Denver Stock Exchange was closed on Dec. 14, 1914. The Omaha Stock Exchange was closed on Dec. 14, 1914. The Milwaukee Stock Exchange was closed on Dec. 14, 1914. The Buffalo Stock Exchange was closed on Dec. 14, 1914. The Rochester Stock Exchange was closed on Dec. 14, 1914. The Davenport Stock Exchange was closed on Dec. 14, 1914. The Topeka Stock Exchange was closed on Dec. 14, 1914. The Springfield, Ill., Stock Exchange was closed on Dec. 14, 1914. The Grand Rapids Stock Exchange was closed on Dec. 14, 1914. The Lincoln Stock Exchange was closed on Dec. 14, 1914. The Portland, Me., Stock Exchange was closed on Dec. 14, 1914. The Norfolk Stock Exchange was closed on Dec. 14, 1914. The Birmingham Stock Exchange was closed on Dec. 14, 1914. The Augusta Stock Exchange was closed on Dec. 14, 1914. The Knoxville Stock Exchange was closed on Dec. 14, 1914. The Little Rock Stock Exchange was closed on Dec. 14, 1914. The Jacksonville Stock Exchange was closed on Dec. 14, 1914. The Chattanooga Stock Exchange was closed on Dec. 14, 1914. The Total Stock Exchange was closed on Dec. 14, 1914.

The following is a complete record of bond transactions at the New York Stock Exchange yesterday:

Bonds	Sales	High	Low	Close	Net Chg.